

WELCOME

THE PURPOSE OF THIS PUBLIC HEARING:

- Present VDOT's Recommended Preferred Alternative
- Obtain input from the public on the Recommended Preferred Alternative to inform agency coordination and Commonwealth Transportation Board action
- Share the next steps for the study



BOWERS HILL

INTERCHANGE IMPROVEMENTS STUDY

RECOMMENDED PREFERRED ALTERNATIVE PUBLIC HEARING



STUDY AREA

The Bowers Hill Interchange Improvements Study covers the junction of:

- I-664
- I-64
- I-264
- U.S. Route 13
- U.S. Route 58
- U.S. Route 460
- VA Route 191 (Jolliff Road)

Plus seven miles of I-664 to near College Drive (exit 8A).



PURPOSE AND NEED

THE NEED ELEMENTS IDENTIFIED FOR THE STUDY ARE:



REDUCE CONGESTION

Current and future travel demand exceed capacity that causes congestion and gridlock on I-664 in the Study Area



IMPROVE TRAVEL RELIABILITY

Current and future congestion will increase travel time and decrease travel speed while reducing the reliability of trips on I-664 in the Study Area



PROVIDE ADDITIONAL TRAVEL CHOICE

Current and future lack of roadway travel choices worsen congestion and reduces travel reliability

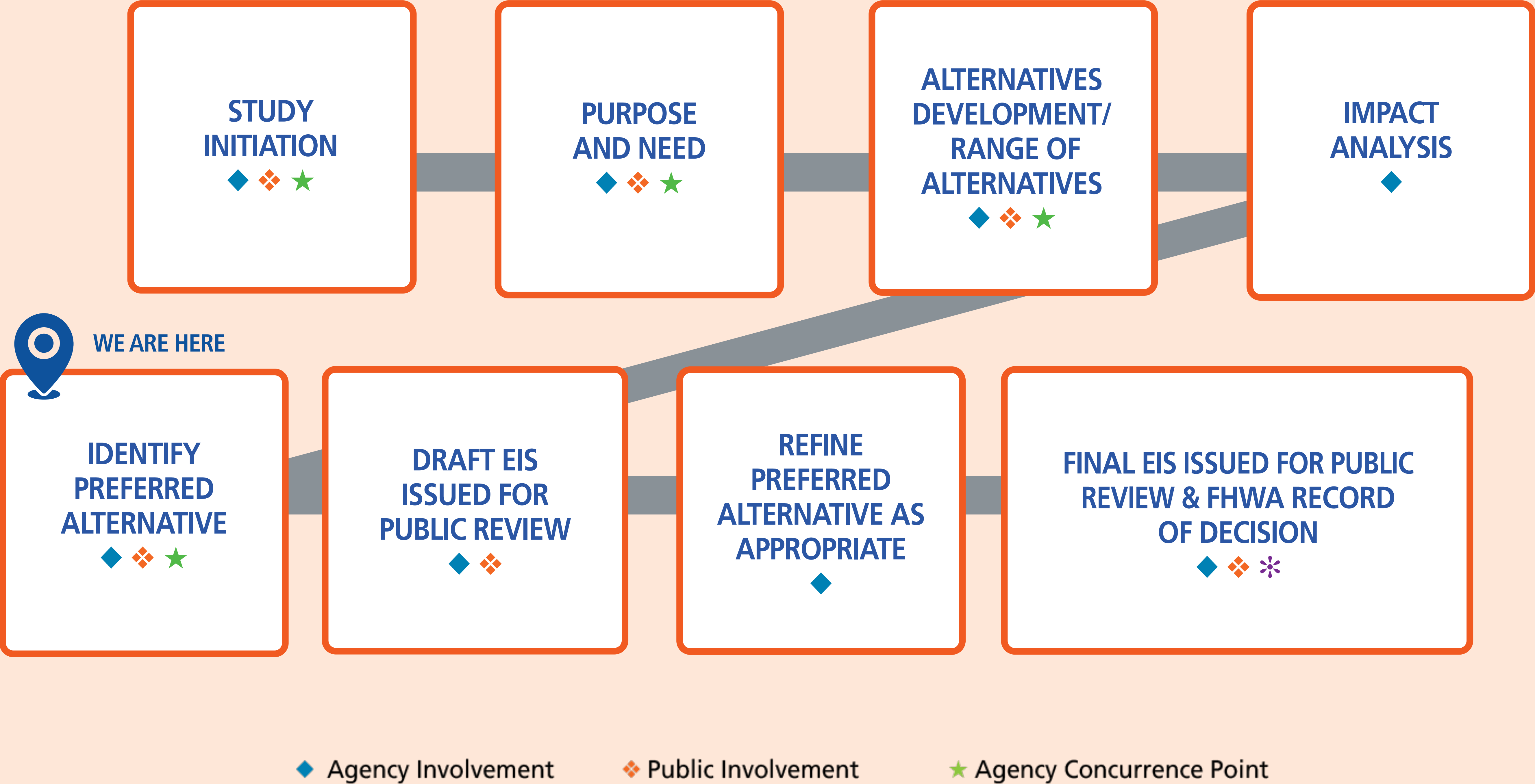
Virginia Department of Transportation (VDOT), Federal Highway Administration (FHWA), United States Army Corps of Engineers (USACE), and the United States Environmental Protection Agency (USEPA) agreed on the Purpose and Need for the study in December 2020 following an online public survey, which resulted in more than 1,300 responses.

STUDY TIMELINE

STUDY PROCESS

The Environmental Impact Statement (EIS) will document the analysis of the possible social, economic, cultural and natural resource study impacts that could result from potential alternatives.

* Funding for a subsequent phase of the project (e.g., detailed design, final design and right of way, or construction) must be shown in the Statewide Transportation Improvement Program (STIP) and Transportation Improvement Program (TIP) before FHWA can issue a Record of Decision.



The project has been identified for funding as a Regional Priority Project in the region’s 2045 Long-Range Transportation Plan. The Region may choose to advance the project sooner, after identification of a Preferred Alternative and action of the Commonwealth Transportation Board.
This would be identified in the updates to the Transportation Improvement Program (TIP), the Statewide Transportation Improvement Program (STIP) and the Long Range Transportation Plan (LRTP).

PRELIMINARY CONCEPTS CONSIDERED

Presented to the public at a Citizen Comment Opportunity in February through March 2021, the following concepts were evaluated to determine whether they met the Purpose and Need of the study. Nearly 1,700 people visited the Bowers Hill Interchange Improvements Study Citizen Comment Opportunity webpage and more than 240 comments were received.



For illustrative purposes only

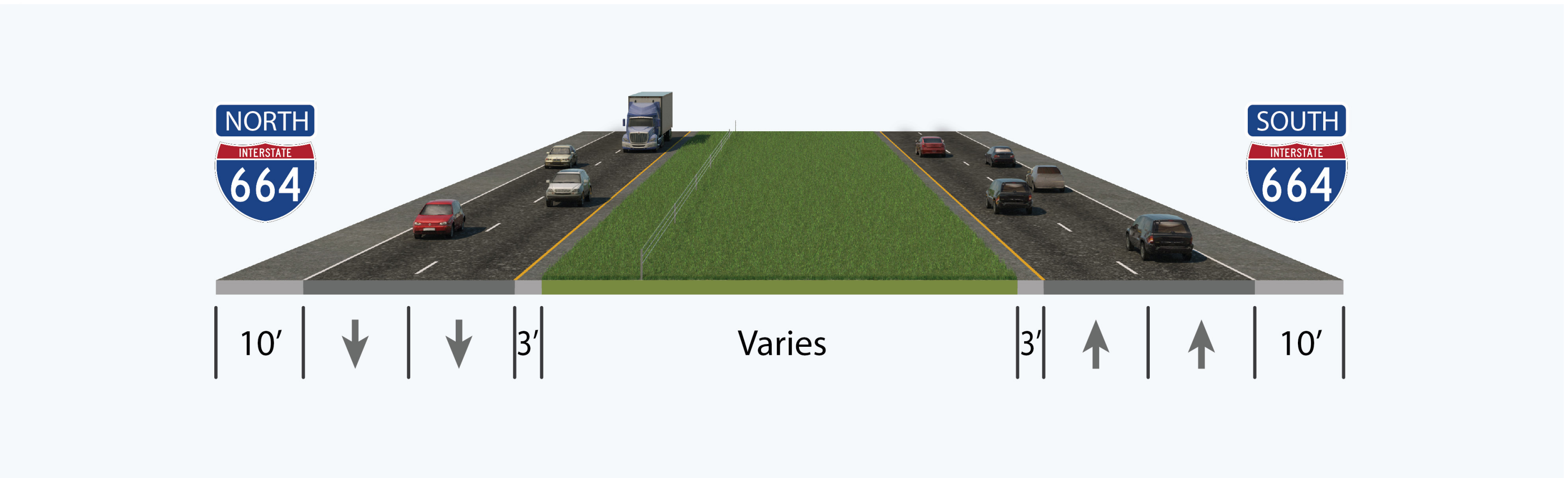
ALTERNATIVES CARRIED FORWARD

VDOT, FHWA, USACE, and USEPA agreed upon the No-Build and two build alternatives, Alternatives C and D, to be carried forward for analysis in the EIS following the public comment period.

Alternatives C and D were carried forward because they met the Purpose and Need.

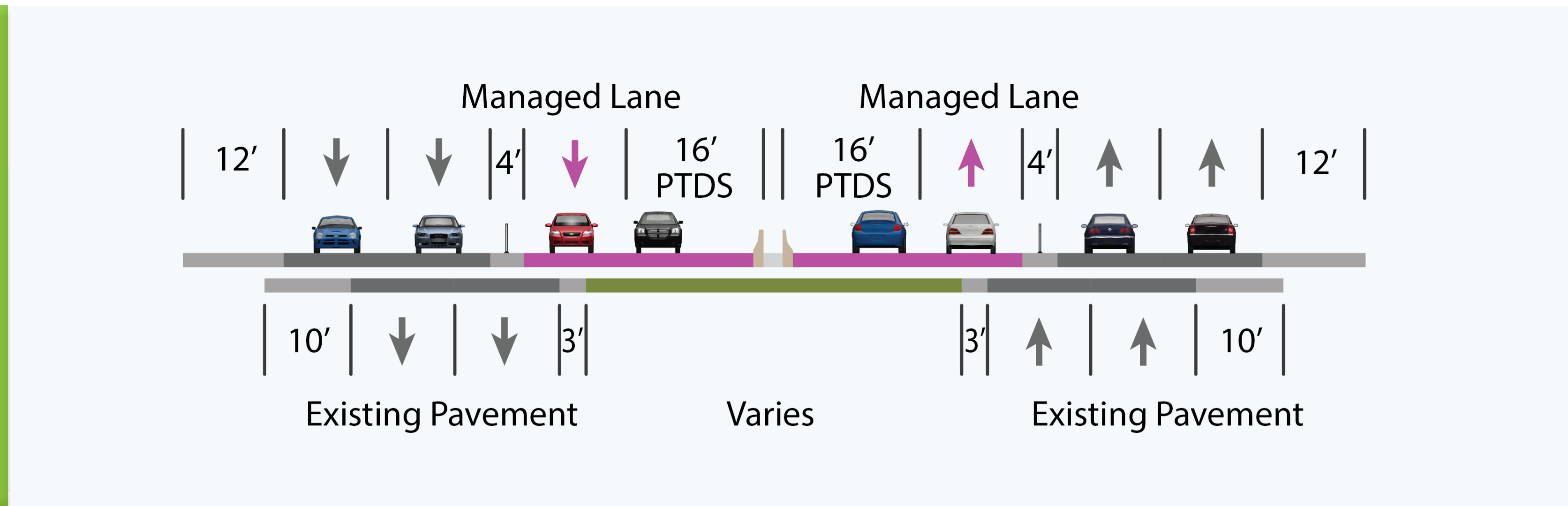
EXISTING CONDITIONS

NO-BUILD



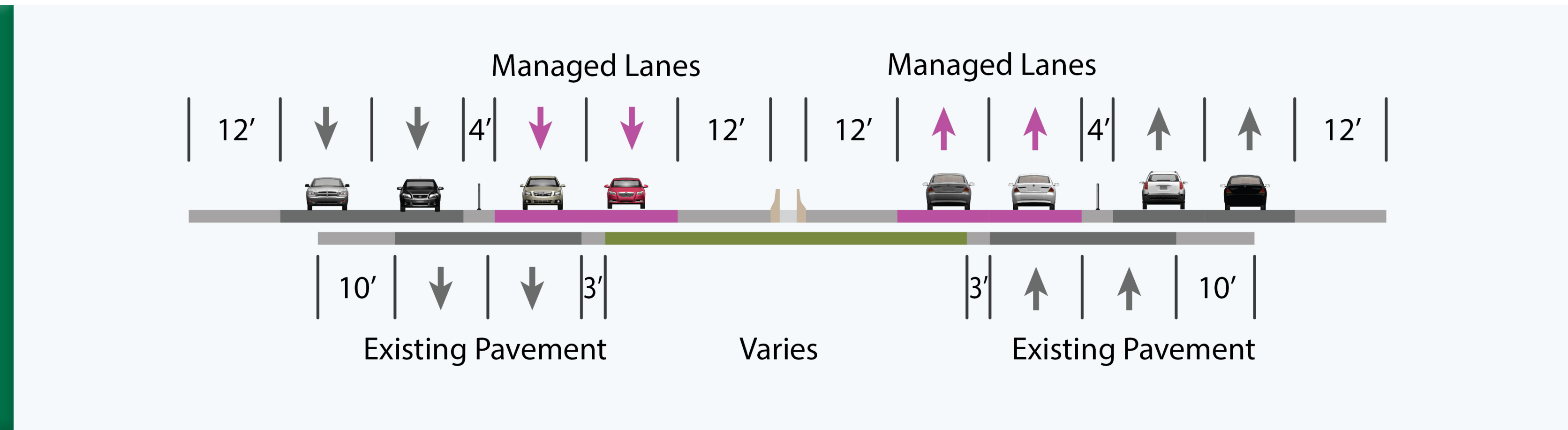
ALTERNATIVE C

Addition of one managed lane and a part-time drivable shoulder (PTDS) in each direction as part of the managed lanes system



ALTERNATIVE D

Addition of two managed lanes in each direction



For illustrative purposes only. During final design, decisions could be made as to where the new lanes would be placed.

IMPACTS TABLE

**RECOMMENDED
PREFERRED ALTERNATIVE**

RESOURCE	ALTERNATIVE C	ALTERNATIVE D
	ADDS ONE MANAGED LANE + PTDS	ADDS TWO MANAGED LANES
Potential Residential Acquisitions	21	23
Potential Commercial Acquisitions	0	0
Other Potential Acquisitions	0	0
Total Acres of Impacted Portions of Property *	60	65
Estimated Stream Impacts (linear feet)	11,356	11,674
Estimated Wetland Impacts (acres) **	103	107

* Does not include total acreage of acquired properties
** Excludes impacts to ditches

Impacts shown are a worst-case scenario and will be revisited and refined during final design and permitting.
For VDOT’s Guide for Property Owners and Tenants, visit:
[https://www.virginiadot.org/business/resources/Right of way/A Guide for Property Owners and Tenants.pdf](https://www.virginiadot.org/business/resources/Right%20of%20way/A%20Guide%20for%20Property%20Owners%20and%20Tenants.pdf)

ALTERNATIVE



Addition of one managed lane
and a part-time drivable shoulder

**RECOMMENDED PREFERRED
ALTERNATIVE**



Best meets the Purpose and
Need while balancing costs
and impacts



The addition of one managed lane and one part-time drivable shoulder is consistent with the improvements underway for the Hampton Roads Express Lanes (HREL), which will allow for buses to operate in the Express Lanes.

PROGRESSION OF THE PREFERRED ALTERNATIVE

**VDOT Recommends
Preferred Alternative**

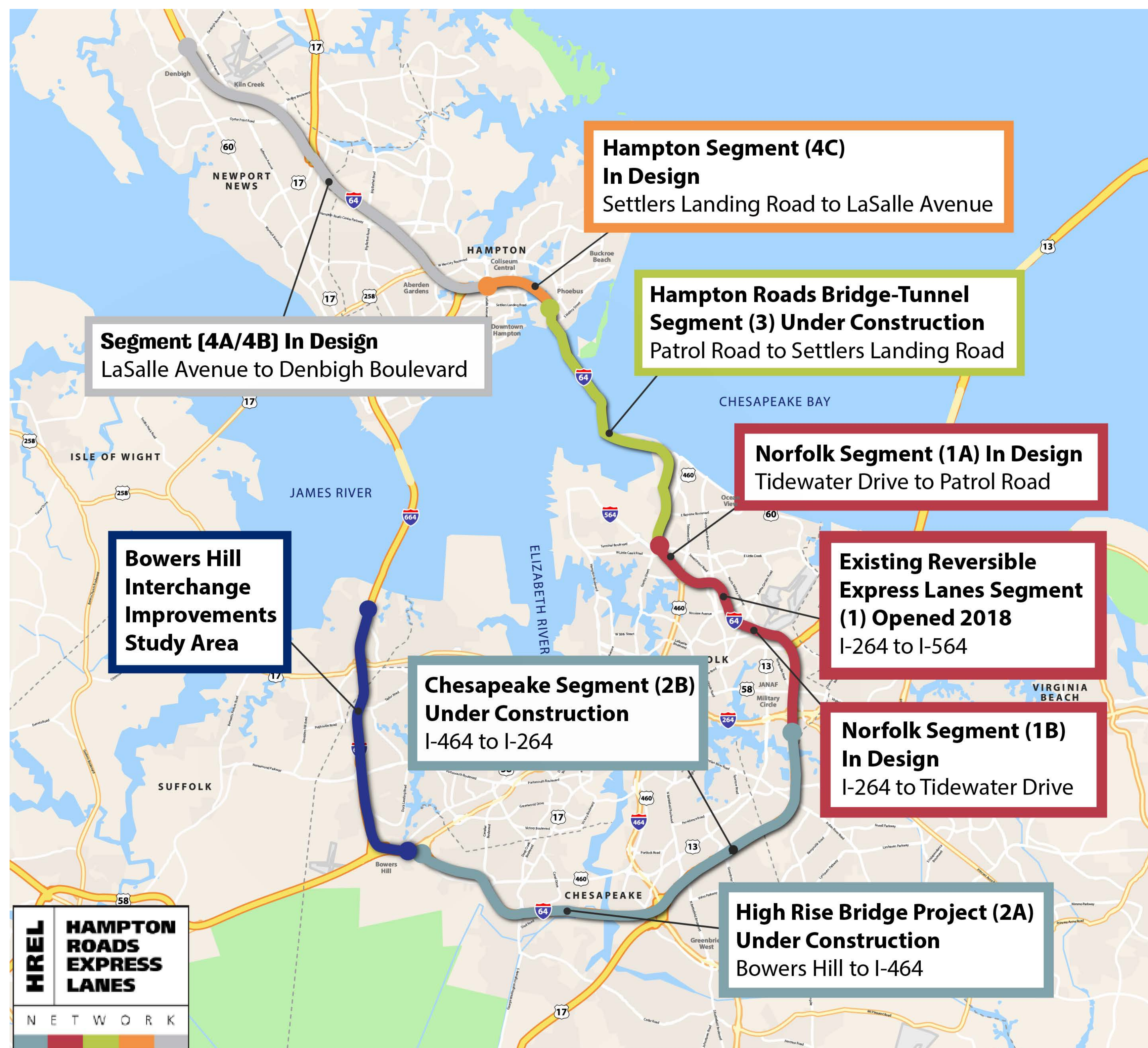
**Commonwealth Transportation
Board Acts on
Preferred Alternative**

**Preferred Alternative Documented
in the Draft Environmental Impact
Statement (DEIS)**

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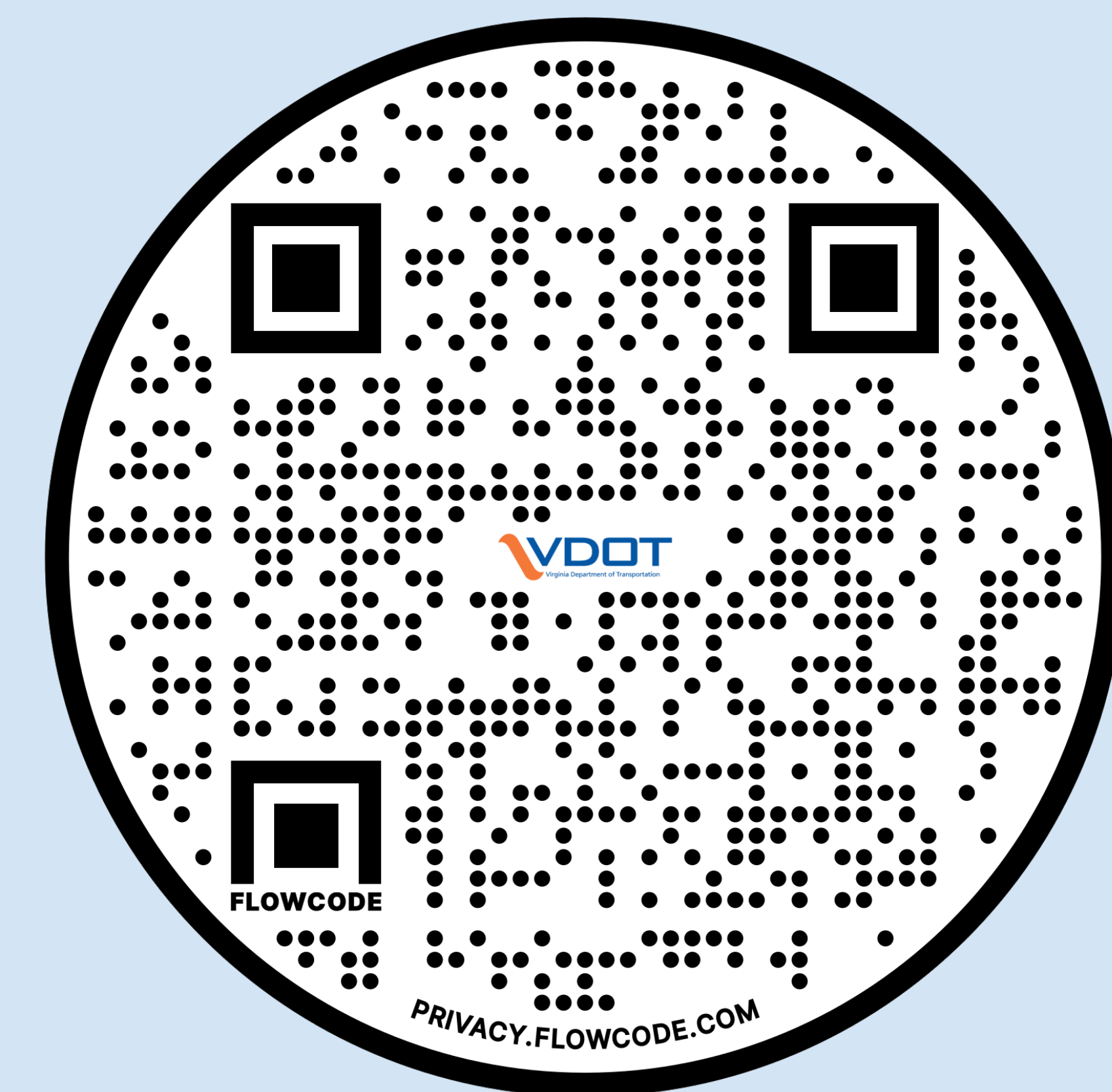


PROXIMITY TO OTHER MAJOR PROJECTS

The Hampton Roads Express Lanes (HREL) network consists of multiple segments of Express Lanes that will provide safe and reliable travel options and relieve congestion in the region. Expanding along I-64 from Bowers Hill in Chesapeake to past Denbigh Boulevard in Newport News, HREL is estimated to be completed in late winter 2025. The Bowers Hill Interchange Improvements Study is still in the study phase and is not a part of HREL.

LET YOUR VOICE BE HEARD

- Comment online at: **vdotmeeting.com/bowershill**
- Mail comments to:
Bowers Hill Interchange Improvements Study
11827 Canon Blvd., Suite 402
Newport News, VA 23606
- Email comments to: **bowershill@VDOT.virginia.gov**
- For updates on the study or to sign up for the study newsletter, contact VDOT or visit:
bowershillinterchange.com



Scan the QR code to visit the virtual meeting website and let us know your thoughts!

Comments must be submitted or postmarked by May 7, 2022.